



SAN RAFAEL CITY COUNCIL AGENDA REPORT

Department: Public Works

Prepared by: Joanna Kwok, Assistant Public
Works Director
April Miller, Public Works Director

City Manager Approval: _____

A handwritten signature in blue ink, appearing to be 'A. Miller', written over a horizontal line.

TOPIC: CANAL COMMUNITY BASED TRANSPORTATION PLAN

**SUBJECT: STATUS UPDATE ON THE 2022 CANAL COMMUNITY BASED
TRANSPORTATION PLAN**

RECOMMENDATION:

Accept an informational report providing a status update on the 2022 Canal Community-Based Transportation Plan (CCBTP), including progress toward achieving the CCBTP goals.

BACKGROUND:

On [June 21, 2022](#), the City Council adopted a resolution approving the 2022 Canal Community-Based Transportation Plan (CCBTP). The plan was created to identify and create an action plan to address mobility needs for lower-income communities through a collaborative effort from residents, community organizations, and transportation agencies. The plan lists eleven recommended transportation solutions to address transportation issues identified by the community during the CCBTP process. Some projects are short-term, some are long-term, and some have short- and long-term components.

This staff report evaluates the progress in each category to ensure the City is on track to meet the CCBTP's five-year goals.

ANALYSIS:

The CCBTP includes the following eleven recommended transportation solutions.

1. Pedestrian and Bicycle Bridge / Canal Crossing to 3rd Street
2. Access to Bikes/Scooters, Secure Bike Parking, and Bicycle Education
3. Traffic Calming and Crossing Improvements
4. Bicycle & Pedestrian Crossing Improvements at Gateways
5. Streets Team and Transit Ambassador Program
6. Sidewalk and Streetscape Improvements
7. Lighting of Commonly Traveled Pedestrian Routes
8. Transit Bus Stop Improvements
9. Transit Bus Stop Maintenance

FOR CITY CLERK ONLY

Council Meeting:

Disposition:

- 10. Expanded Transit Service
- 11. Transportation to Schools

Solution 1: Pedestrian and Bicycle Bridge / Canal Crossing to 3rd Street

Goal

This solution involves building a bridge connecting Canal/Harbor to Third Street. The five-year goal is to secure funding for the feasibility study, design, and engineering.

Progress

The City received a regional Active Transportation Program Cycle 6 (ATP 6) grant for \$1,575,000 from the Metropolitan Transportation Commission (MTC) to fund the feasibility study, preliminary design, and environmental assessment of the Canal Swing Bridge Crossing Project. The City plans to release a feasibility study RFP in late fiscal year (FY) 2024-25 and begin the process in early FY 2025-26.

Solution 2: Access to Bikes/Scooters, Secure Bike Parking, and Bicycle Education

Goal

This solution aims to provide a bike share and/or scooter share program in the Canal neighborhood for adults and youth, secure parking, and bicycle education classes for adults and youth. The five-year goal is to evaluate the success of the Transportation Authority of Marin (TAM) bike share pilot with community input and adjust the TAM program and/or secure funding to launch a supplemental program.

Progress

TAM launched the Redwood Bike Share Pilot Program in the fall of 2024. It is a two-year pilot bike share program between Sonoma and Marin County. It includes 300 shared pedal-assist e-bikes with hubs being placed throughout the two counties (approximately 150 in Sonoma County and 150 in Marin County). As part of the first phase of the pilot, there are eight hubs in San Rafael, including two in the Canal neighborhood. More information on the program can be found on the website: <https://redwoodbikeshare.com/>.

This section has been left blank intentionally.

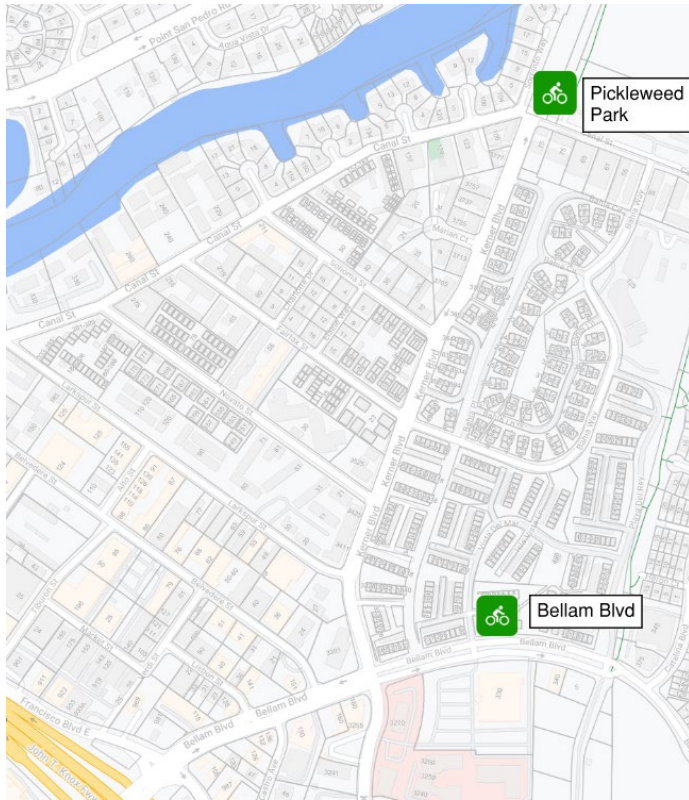
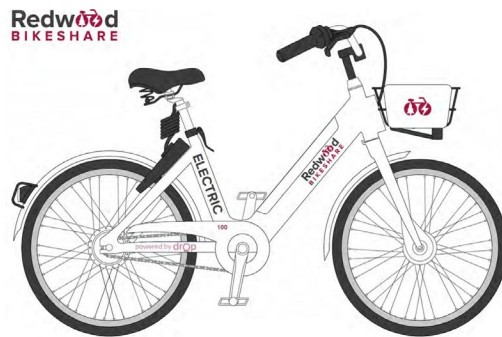


Figure 1: Proposed Bikeshare Locations in the Canal Neighborhood



Figure 2: Sample Bikeshare Location and Detail



Solution 3: Traffic Calming and Pedestrian Crossing Improvements

Goal

The goal of this solution is to provide improved comfort levels for pedestrians and bicyclists by incorporating traffic calming measures and crossing treatments to reduce vehicle speeds throughout the Canal Neighborhood. The crossing improvements include higher visibility crosswalks and rectangular rapid flashing beacons (RRFBs), as well as incorporating wider corner

SAN RAFAEL CITY COUNCIL AGENDA REPORT / Page: 4

radii, pedestrian bulb-outs, and removing sightline obstructions (parked cars, trees, etc.) at the following corners:

- Larkspur & Canal
- 125 Larkspur (new mid-block crossing)
- Larkspur & Alto
- Larkspur & Kerner
- Canal & Medway
- Canal & Larkspur/Novato/Fairfax/Sonoma (add crossing to the third leg)
- Near Supermercado Mi Tierra

Canal Street, Larkspur Street, and Belvedere Street are priority streets for traffic calming measures.

Progress

In 2022 and 2023, the City performed pavement maintenance with enhanced and refreshed striping on most of the streets in the Canal neighborhood. Locations can be found on the City website: <https://www.cityofsanrafael.org/pavement-road-repair/>

In the fall of 2022, the City converted the Catalina Blvd and Bellam Blvd intersection from a partially stop-controlled to an all-way stop-controlled intersection to slow vehicular traffic and increase pedestrian and bicycle safety.

In the fall of 2024, the City launched the [Spinnaker Point Traffic Calming Pilot project](#) that implements three types of traffic calming measures in the Spinnaker/Baypoint Neighborhood:

- **Traffic Circle** at the Spinnaker Point Drive/Catalina Boulevard Intersection.
- **Curb and Median Extensions** at the Spinnaker Point Drive/Newport Way intersection.
- **Midblock Speed Hump** on Spinnaker Point Drive between Bahia Way and Catalina Boulevard. This traffic calming measure is planned to be installed as part of Phase 2 of the pilot program.

TRAFFIC CALMING RECOMMENDATIONS

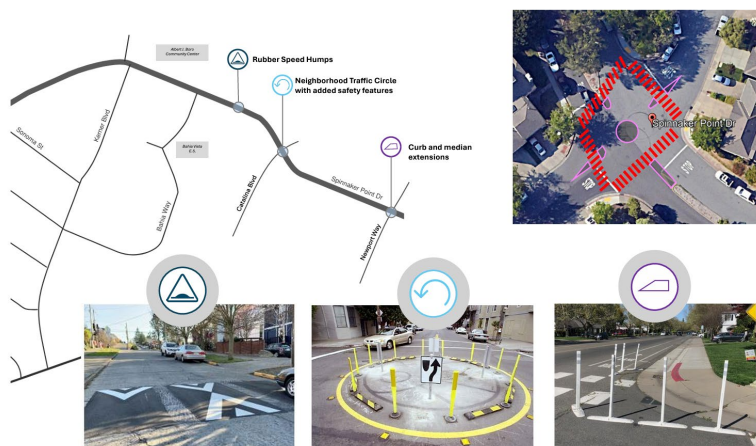


Figure 3: Spinnaker Point Traffic Calming Devices

The City plans to gather feedback from the community and data over six months. After the six-month evaluation, the findings of the pilot project and the next steps will be discussed at a meeting of the Bicycle and Pedestrian Advisory Committee.

The City has also been awarded an ATP 6 grant from the State of California to perform an environmental assessment, design, and project construction for a [Canal Neighborhood Active Transportation Enhancement Project](#). This project supports the design and construction of several pedestrian, bicycle, and transit enhancements in the Canal neighborhood. Pedestrian enhancements include curb ramp upgrades, sidewalk gap closures and expansions, corridor lighting improvements, and uncontrolled crosswalk enhancements on 19 streets and pathways.

The project scope includes a proposed RRFB at the Canal St intersection with Sonoma Street, Fairfax St, Larkspur St, and Bahia Way. The City has issued a request for proposals for the planning and design phases. The City anticipates the consultant award coming to the City Council in March 2025. Construction funding through ATP Cycle 6 is allocated in fiscal year 2026-27.

Solution 4: Bicycle & Pedestrian Crossing Improvements at Gateways

Goal

This solution involves bicycle and pedestrian crossing improvements at the two gateways to the Canal neighborhood – Bellam Boulevard and Grand Avenue – to connect the Canal neighborhood to the rest of the region by improving access to the SMART Multi-use Pathway and downtown transit center. Both streets are busy and complex and require detailed and site-specific solutions. While the plans to design and construct a two-way protection bikeway along Grand Ave between 2nd St and 4th St was included in the City’s 2018 Bicycle and Pedestrian Master Plan, the City needs a feasibility study and to coordinate with TAM and Caltrans to appropriately select and design a gateway facility on Bellam due to the complexity of the area. The five-year goal is to complete the design, construct the Grand Ave cycle track, identify study partners, interface with the US-101/I-580 Connector project, and secure funding for and complete a feasibility study for Bellam Blvd.

Progress

The Grand Ave Cycle Track design was finalized in the summer of 2023, and construction was completed in the spring of 2024. This section of improvements connected the Grand Avenue bridge at Second Street to Fourth Street. The City applied for multiple grant funding opportunities in late 2024 to extend the cycle track from Fourth & Grand to the relocated transit center and north-south greenway at Fourth and Tamalpais. The State Active Transportation Program Cycle 7 (ATP 7) grant application was unsuccessful; however, the grantors have not informed the applicants of the successful awards from the regional ATP 7 application and the MTC Regional Measure 3 (RM 3) grant applications.

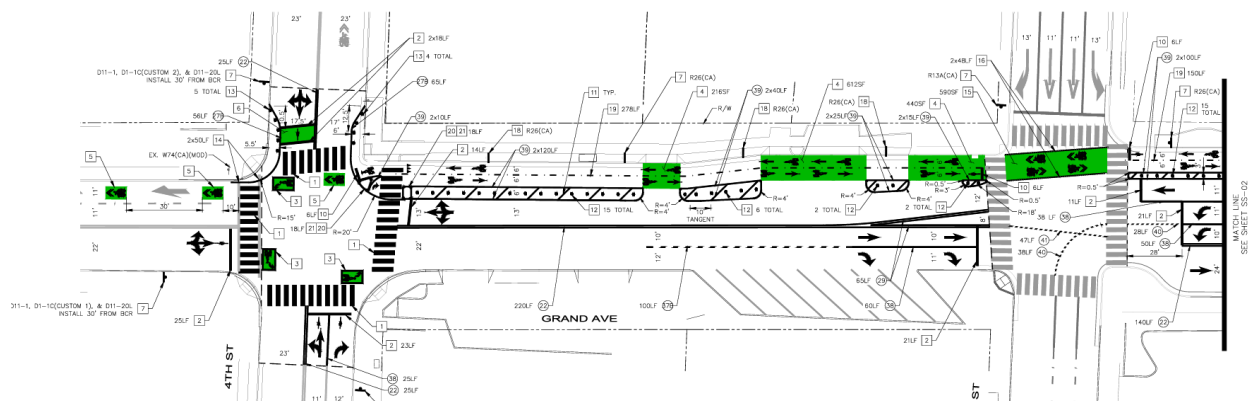


Figure 4: Grand Ave Cycle Track Improvements

TAM and Caltrans are currently in the environmental phase of the US-101/I-580 Multi-Modal and Local Access Improvement [project](#) (580/101). TAM and the City have collaborated for the last several years to ensure the voices of the community and City are heard and reflected in the

project. TAM led a “Voces del Canal” leadership group as part of an eight-week transportation-based course on transportation planning, community engagement, advocacy, and planning projects underway in and around the neighborhood. The program’s goal was to help the community get background on both current and future projects, build a long-term partnership, and share leadership around transportation projects. It provided modules on the transportation planning process and entities involved in getting a project from concept to construction. The 580/101 project was used as a case study in the program and provided TAM and the City the opportunity to provide more information on the project while also collecting additional community input for future projects. The City and TAM used this information to apply for two grants on Bellam Blvd. One was a planning grant to further study the long-term improvements on Bellam Blvd as part of the 580/101 project, and the other was an interim solution that would install a two-way bikeway on the north side of Bellam Blvd between Playa Del Rey and Andersen Dr and continuing south along Andersen to Jacoby St. Results for both grants are anticipated in spring 2025.

Solution 5: Streets Team and Transit Ambassador Program

Goal

This solution involves creating a combined Canal Streets Team and Transit Ambassador Program to address neighborhood cleanliness and provide transit information.

Progress

TAM provided an eight-week transportation-based course to engage and inform a group of Spanish-speaking leaders from the Canal neighborhood and the Woodland Avenue area on transportation planning, community engagement, and planning projects underway in and around the neighborhoods. The course helped bring leadership groups within the canal together with TAM and the City to start forming an Ambassador program. There are plans to continue meeting with the group to keep the community informed and involved in transportation improvements in the area. This group will also be engaged in the Priority Development Area (PDA) Specific/Precise plan and outreach on the projects listed under Solutions 1 and 3 above.

Solution 6: Sidewalk and Streetscape Improvements

Goal

The goal of this solution is to provide an improved pedestrian experience by widening sidewalks and providing additional pedestrian amenities, like trash cans and shade trees, throughout the neighborhood. This is challenging due to the narrow streets, limited public right-of-way, and high parking demand in the area. All factors need to be considered together to understand the tradeoffs and options available. The recommended strategy has three stages:

1. Survey of sidewalk, curb space (parking supply and demand), streetscape elements, and available right-of-way.
2. Community-driven decision on how to best utilize limited street space.
3. Design, engineering, and construction of streetscape changes.

The five-year goal for this solution is to secure funding for sidewalk, curb space, and streetscape survey.

Progress

This solution will also be addressed with the Canal Neighborhood Active Transportation Enhancement Project discussed in Solution 3. The project’s goal includes 16 upgraded curb ramps, sidewalk infill on 10 streets, six transit stop improvements, bicycle boulevards on three streets, improved lighting on 10 streets and three pathways, four uncontrolled crosswalk enhancements, and secure parking for 10 bicycles. In 2022 and 2023, the City completed a

sidewalk shaving project to reduce tripping hazards throughout the Canal neighborhood as a short-term solution while the enhancement project is in design.

The City has also partnered with Pacific Gas and Electric Company (PG&E) to establish an underground utility district on Canal Street between Medway Road and Spinnaker Point Drive. The City Council approved this on [June 20, 2023](#), initiating the Canal Undergrounding Project. This project will free up space on the sidewalk for pedestrian access and beautify the Canal Street corridor by removing overhead lines and poles. PG&E has incorporated this into its work plan and anticipates starting work in 2026.

In regard to tree planting, the City applied for an Urban and Community Forestry grant to assist with the mapping and planting of trees in east San Rafael. Unfortunately, the City found out in the fall of 2024 that the application was unsuccessful. The City will continue to prioritize being a Tree City USA designee by including trees when possible in Capital Improvement Program projects and applying for grants to support tree planting and management.

Solution 7: Lighting of Commonly Traveled Pedestrian Routes

Goal

This solution involves constructing new and improving existing lighting in several locations within the Canal Neighborhood. Members of the “Voces del Canal” group worked on a lighting plan with Dominican University and Canal Alliance to identify seven priority routes (figure below) for improved lighting in the Canal neighborhood.



Figure 5: Lighting Improvement Routes from CCBTP

Public works identified several locations on four of the seven locations where new lighting fixtures could be installed on existing PG&E joint poles and where existing lighting fixtures could potentially be made brighter with modifications to the existing fixtures. The other three pathway locations, Bahia Way, Starkweather Path, and Pickleweed Park, require a longer approval process before the City can proceed with lighting improvements. Bahia Way is a privately maintained pathway, and the Starkweather and Pickleweed waterfront paths are regulated by the Bay Conservation and Development Commission (BCDC). The five-year goal for this solution includes upgrading existing fixtures and adding fixtures to all existing utility poles on the City-owned routes identified by the community. It also includes solidifying a plan to install new poles

SAN RAFAEL CITY COUNCIL AGENDA REPORT / Page: 8

and fixtures where additional neighborhood lighting is desired, establishing a plan for the privately owned routes, and securing funding to install lighting on those routes.

Progress

In the summer of 2022, the City's contractor replaced light bulbs with brighter light bulbs along Canal, Hoag, Novato, Fairfax, and Sonoma Streets. The City also coordinated with PG&E and had them install new light fixtures from February to July 2023 at the 34 locations shown below.

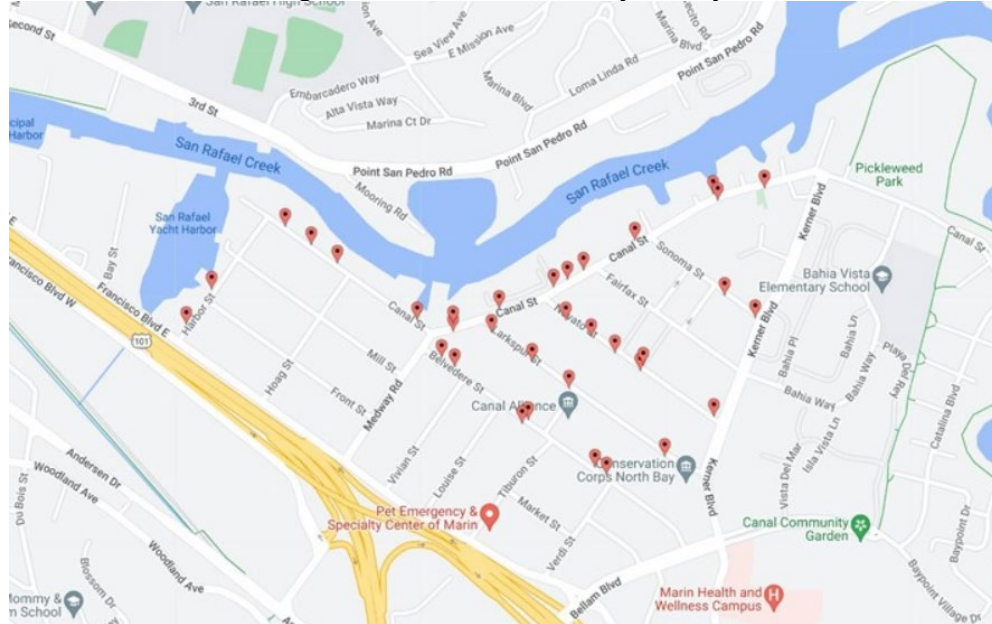


Figure 6: Lighting Improvement Routes from CCBTP

Lighting improvements along the Starkweather path are included in the Canal Neighborhood Active Transportation Enhancement Project, for which the City secured an ATP 6 grant, discussed in Solution 3. Since parks are currently only open from sunrise to sunset, the City Council and Parks and Recreation Commission will need to review the City's lighting policy along the Starkweather path. This will be evaluated in 2025 with the ATP 6 project.

The City's Pickleweed Park Enhancement Project, which is currently under construction, also includes some lighting improvements near the proposed basketball courts.

Solution 8: Transit Bus Stop Improvements

Goal

This solution aims to upgrade bus shelters in the Canal neighborhood, with a five-year goal of improving stops on Medway/Mill and Kerner/Larkspur.

Progress

Marin Transit plans to upgrade six bus stops in the City of San Rafael, including constructing a new stop at the intersection of Medway Rd and Francisco Blvd E, and has obtained the required approvals from Caltrans and City to perform the work. Bus stop improvements are anticipated to be completed in Spring 2025. The Canal Neighborhood Active Transportation Enhancement Project also includes transit stop upgrades. As discussed in Solution 3, the City secured an ATP 6 grant for that project.

Solution 9: Transit Bus Stop Maintenance

Goal

The goal addresses trash and illegal dumping at transit stops and rodent, lighting and real-time bus arrival board issues.

Progress

Public Works continues to address illegal dumping issues as quickly as it can. On November 4, [2024](#), the City Council approved a new illegal dumping program. More information on how the City addresses illegal dumping can be found on the City's website at <https://www.cityofsanrafael.org/how-is-the-city-addressing-illegal-dumping/>.

Solution 10: Expanded Transit Service

Goal

Provide frequent service, expand early morning/ late evening service, and provide accurate schedules. Multiple community members requested the following additional services:

- More frequent and convenient service to Novato. Community members expressed concern that the existing Route 35 to Novato is not frequent enough.
- More convenient service to Fairfax Manor on Route 23X. Route 23X was the community's second-ranked choice for increased frequencies.
- Earlier route departures and increased early morning and evening frequency on all routes, especially Route 35.

The five-year goal is to Conduct a focused ridership survey on the 35 and 23x to establish route and frequency improvements. Identify funding for required capital purchases and operational funding.

Progress

Marin Transit reported that peak hour service on Route 23 was added over the summer of 2023, and the route was extended, so all trips now serve Fairfax Manor.

Solution 11: Transportation to Schools

Goal

This solution includes providing additional bus services for students to San Rafael High School, Terra Linda High School, and Davidson Middle School, and transportation for parents to San Pedro Elementary School and Davidson Middle School. Supplemental school service requests were as follows:

- Additional morning trips for Route 645 to San Rafael High School and Terra Linda High School
- New low-income discount for school bus service
- Expanded yellow bus service to Davidson Middle School
- School transportation options for parents to attend special events, parent/teacher conferences, and volunteer, especially at San Pedro Elementary School and Davidson Middle School.

The five-year goal is to secure funding for and add a morning run to Route 645. Identify a sustainable funding source for parent transportation needs and provide subsidized rides for one-off needs and shuttles for large events.

Progress

Marin Transit and TAM are still looking to secure funding for additional trips that have been requested.

FISCAL IMPACT:

There is no fiscal impact with the acceptance of this informational report.

RECOMMENDED ACTION:

Accept an informational report providing a status update on the 2022 Canal Community-Based Transportation Plan (CCBTP), including progress toward achieving the CCBTP goals.

ATTACHMENTS:

None